

burgh, Bremen, and other parts of Europe. Can we do so, if we by our own force, continue our navigation the extra duty of 94 cents per ton, and the 10 per cent. additional to the duties we have to pay, whilst other nations pay no such charges? It is in our power, by an act, to relieve our commerce and navigation from those burdens, and the sole question is, shall we do so, or remain eight or nine months, until a long negotiation, on that and other subjects, shall terminate?

The Committee say, that the memorialists have stated, that the colonial ports were closed in and entered to the vessels of the U. States, under the construction of the act of parliament, of July, 1825, which construction the Committee say, is now admitted, even by the British authorities, to have been erroneous. The act of Parliament will best speak for itself. The act appears to me, in the most positive manner, to close the colonial ports on the 5th January 1826.

Section 1. "That, from and after the 5th January, 1826, this act shall come into and be continued in full force and operation, for the regulation of the trade of the British possessions abroad."

"Section 4. And whereas, by the law of navigation, foreign ships are permitted to import into any of the British possessions abroad, from the countries to which they belong, goods, the produce of those countries, and to export goods from such possessions, to be carried to any foreign country whatever; and whereas it is expedient that such permission should be subject to certain conditions: *Be it therefore enacted*, That the privileges thereby granted to foreign ships, shall be limited to the ships of those countries, not having colonial possessions which shall place the commerce and navigation of this country, and its possessions abroad, upon the footing of the most favored nation."

Mr. President, the United States have not placed that commerce and navigation upon the footing of the most favored nation. In consequence, the ports of those possessions were about to be closed, but have been kept open, through the intercession of the British Minister and the request of the officer sent out from London by the customs, until the British Government shall give orders on the subject. But how are they open?—Why, by our paying the enormous duty of 94 cents per ton, &c. on our vessels, and I shall not be much surprised, if they should consent that they should be kept open, by order of council, forever, on those terms. We pay to their revenue 190 dollars, when they pay to ours only ten. It is simply a financial operation.

I have been told by a high officer of the Government, that the act of parliament of 5th July, 1825, prohibits the importation of certain articles of our produce and manufactures into those possessions. Well, sir, that is true. But it is a curious coincidence, that the United States do by prohibitory duties, exclude the importation of the same articles into the United States. What are they?—Gunpowder, Arms, Ammunition, or utensils of war. Well, sir, our duties effectually prohibit them.

Beef, fresh or salted Pork—These also are prohibited by our high prohibitory duties.

Tea—well, sir, Tea is not the produce of Great Britain nor her possessions abroad, and, of course, is prohibited to any foreign nation.

Fish, dried or salted, Train Oil, Blubber, Pins or Skins, the produce of creatures living in the sea.

These are a list of the articles, the importation of which is prohibited to the British possessions abroad, and equally prohibited from importation into the United States by our prohibitory duties. Now, sir, I will ask a question. Suppose Great Britain was to make this offer? Great Britain will repeal her prohibitions on condition that the U. States will repeal her prohibitory duties. I believe I risk little in saying that the answer would be—No, we will not.

Mr. President, the Chairman, (Mr. Lloyd,) made an able report against the memorial of certain merchants of Baltimore, who prayed that the duty on dried fish might be reduced, to enable them to make up their cargoes for South America. Sir, Maryland could not consent to a repeal of those prohibitory duties; she has extensive fisheries. I think there are about one hundred thousand barrels of shad and herring, and ten thousand barrels of park annually inspected in Baltimore. Not the pork of Maryland, but of Virginia, Ohio, Pennsylvania and Maryland.

I will now proceed to a more general view of the whole subject. I will take up as little of the time of the Senate as I can possibly avoid. For a correct understanding of the causes which have intervened to check a free commerce between the United States and the British Colonies in America and their West India Islands, it may not be irrelevant to revert to certain occurrences, and to make some introductory observations.

Commerce and navigation are considered by many as one great whole; but you know that they are separate and distinct interests, however nearly allied. Commerce can exist without the nation being its own carrier, but certainly not with the same advantages, activity, or enterprise.

The Eastern states own nearly one half of the shipping of the U. States; they have little of their own produce, comparatively, and therefore are compelled to seek employment in the Southern States, and elsewhere for their ships. Their merchants, in consequence, look attentively to every thing that relates to navigation.

The Southern States having the great and valuable article of export, are more attentive to commerce; it is not of such vital importance to them whether their produce is carried by the vessels of the one or the other nation.

In the year 1802 or 3, I introduced a resolution into the House of Representatives on the principles of the act of 1815. The members from Philadelphia, and from the cities to the Eastward concurred with me; but the merchants and ship mechanics of those cities opposed the measure unanimously. When from Baltimore, Southward, it was generally approved. I mention this fact to show how the two interests clashed on that occasion. The treaty of Amiens opened the eyes of the ship owners to their true interests; their ships could not get a bale of cotton on freight, at Charleston; whilst the British ships were filled immediately.

In 1815 I proposed the subject again, and an act passed with little opposition. Upon that act was bottomed the convention of London, by which you know, that all duties, tonnage, and charges, on trade between the British possessions in Europe and the United States, are made the same, whether in the ships of the one or the other nation: a rational trade with the East Indies was accorded, whilst the trade with the West Indies was left as it had been restricted. In 1817 Great Britain offered their free port acts of 1805 and 1808: they were insidious, and were declined.

In June, 1822, an act was passed by Parliament, opening the trade of their colonies in America and their West India Islands to the United States, on terms more liberal than any heretofore offered, yet reserving material advantages.

In anticipation of that act, Congress passed a law on the 6th May, 1822, "that, on the President's receiving satisfactory evidence that the ports in the islands or colonies of Great Britain have been opened to the vessels of the United States, the President may declare the ports of the United States opened to British vessels trading to and from the colonies, subject to such reciprocal rules and restrictions as he may make and publish; any thing in other contracts to the contrary." &c. &c. The President issued his proclamation accordingly, dated 24th August, 1822, as a consequence of the act of Parliament referred to, by which the ports of the U. States were opened to British vessels trading between those colonies and the United States, and a circular unfortunately issued from the Treasury, dated 24th Sept., following, directing that the duties on tonnage, and light money of 94 cents, and the ten per cent. additional to the duties imposed by law should be levied on British vessels arriving from the colonies aforesaid. The British Government retaliated and charged in their

colonies a tonnage duty of 94 cents, and 10 per cent. in addition to the duties; charges never made before. Both our and their alien duties operate solely as revenue; under which we pay ten where they pay one. The proclamation did not direct the alien duties to be charged; and the collector at Eastport did not charge them, (being advised by counsel that he could not,) until he received the collector's order. The Treasury charged his account therewith; and congress relieved him at the last session.

On the 1st March 1823, Congress passed an act, reciprocating the act of Parliament, "on condition that no higher or greater duties of imports or tonnage were imposed on vessels of the United States, than on vessels of their own or their cargoes; and no other charges of any kind on the one, than on the other; giving full authority to the President to issue a proclamation conformably thereto." No proclamation, however, has been issued; nor any step taken, except in a circular from the Treasury to the collectors, dated 23rd Aug. 1823, which simply confirms the payment of the alien duties on British vessels entering from any of the colonies aforesaid. An open trade has continued ever since; and British vessels from those colonies are admitted into the ports of the United States under the proclamation of August 1822, notwithstanding that the vessels of the United States are subjected to higher duties of imports and tonnage, than any payable by British vessels.

Permit me to take a view of the act of Parliament, to see whether its operation is such as to ensure to British ships an undue proportion of the carrying trade between the United States and the colonies as opened to the act.

That act opens the vessels of the U. States certain ports in which certain specified duties are charged on articles of the United States, "whether the same be imported direct from the United States in British or American vessels, or circuitously, in British vessels, from the European possessions of Great Britain." But no duty whatever is imposed on similar articles, the produce &c. of Great Britain or Ireland, or of the North American colonies. Thus the flour of Canada, Great Britain and Ireland, and the lumber of the colonies may be imported free of duty. The duty on a barrel of flour in Jamaica is \$1.05, which is equal to the freight and insurance from any port in the United States. It is probable, however, that the freight from Montreal and Quebec may cost more. In addition to this difference, our vessels pay the alien tonnage of 94 cents; a charge of about 10 cents per barrel, which with the 10 per cent. additional duty, makes a charge of 15 1/2 cents per barrel on flour, when imported in an American vessel, more than would be payable if imported in a British vessel from the United States. If we had not charged the alien duties, they would not have imposed their retaliation; and the only thing we could have complained of as to that article, would have been, that the flour of Great Britain and Ireland, and the lumber of the colonies, which are carried in American vessels, pay \$1.05 per barrel. Great Britain, it is known, exports little of her own flour to the West Indies, but actually supplies them with our flour, which is imported into Liverpool, and warehoused for exportation. The Canadians can only export during six months in the year. They actually export none to Jamaica. The islands are generally supplied from the United States, either direct, or with our flour from Nova Scotia or Great Britain, all paying the same duties. If, then, we were relieved from the alien duties of imports and tonnage, there can be little doubt that our flour would go direct, and that 2 1/2 to 3 cents—3 1/2 to 4 cents—would be carried in American vessels. Even under all these disadvantages, it is certain that more than ten barrels of flour are exported to the colonies, in American vessels, for one British.

Lumber is charged with duties when from the United States, and pays no duty when imported into the British West Indies when from her American Colonies; this gives an advantage to the Colonial vessels over those of the United States in particular kinds of lumber. But it is a mistake to suppose the disadvantage falls on the Eastern States only, "and particularly on Maine;" for the facts, that lumber is exported in great quantities, from all the Southern States to the British West Indies, but particularly from North Carolina, Georgia, Alabama, and Norfolk. White pine, hemlock, and plank it is true, are exported in great quantities from the Eastern States; but pitch pine, in planks and boards, shingles and staves, are exported chiefly from North Carolina, Georgia, Alabama and Norfolk. Large quantities of staves were formerly exported from Maryland, and other states, and many are still exported. The duty, (Mr. Adams says,) is ten per cent. on the coast. I cannot think that so small a duty would operate very powerfully; we could not be worse off, for we have now, not only to pay that duty, but 10 per cent. thereon; and what is more onerous, the 94 cents of tonnage duty.

Flour and lumber, are, I believe, the articles on which we bottom our complaints; Indian corn may be another; it is free of duty from Nova Scotia, none, however, has ever been imported from thence into Jamaica; I am informed that the corn of the United States is imported into that colony for its consumption. Our corn pays the heavy duty of twelve and a half cents per bushel, being 25 per cent. on its average cost, and may have been imposed to induce the planters to continue its cultivation.

There are several valuable articles necessary to the West Indies, which can only be drawn from the United States; the retaliation duties on which fall heavily on the merchants and cultivator. I am surprised that they are not carried by British ships alone. If, however, they are carried (as I am told they are principally,) in our vessels, they are subjected to the heavy charge of alien duties which might have been avoided. The articles, are Rice, Indian Corn, Meal, (Kiln-dried), Pork, Pitch, Turpentine, Tobacco, Peas, Ship Bread, Pilot Bread, Crackers, Live stock, and Pitch, Pine Boards, Plank, and Timber; those articles are, with few exceptions, from the South and Middle States.

Mr. Adams (in his letter to Mr. Rush, of 25th July, 1823,) mentions an export duty in the W. Indies, payable on articles permitted to be exported to the United States, of four to five per cent. not imposed on the same when imported to the North American Colonies. He justly considered it an additional injury to a fair intercourse. But, is such duty really charged? It certainly is not on the exports from Jamaica. I have before me an invoice of Coffee, dated 23rd November, 1823 for account of Mr. McKim, and one of Coffee, Sugar, and other articles, for Mr. Patterson, of December, 1823, in which no such charge has been made; nor is any such duty in Jamaica known to any of our merchants. I have conversed with two agents from Commercial houses in Jamaica, and they say they know of no export duty, except on Cotton and Ginger, which is paid by the natives. One of them supposes that the idea of such a duty may have arisen from the following fact:

In the year—, Parliament passed an act, imposing a tax on the Planters of four per cent. on all the exports from their estates. The tax was resisted by the Islands, as being a violation of their charter; after much controversy, Jamaica offered in lieu thereof, that the Colony would pay the white troops employed for its defence—the offer was accepted. The other Islands being unable to adopt the compromise, have paid the four per cent. If no export, it must have been paid by the North American Colonies and Great Britain, for the ships of no foreign nation were admitted.

The port charges, and pilotage of vessels from the U. States, are the same in Jamaica, whether they be British or American, (except on the retaliatory duties.) British vessels from the North American Provinces, pay precisely the same port charges and pilotage as those from the U. States. It is idle for us to complain that British ships only are permitted to carry from one Colony to another; that is, to all intents, the same as our coasting trade.

Again if Canada, Great Britain, and Ireland, were able to supply the West Indies with their own flour, on which no duty would be payable, whilst ours paid a duty, then our trade with the Islands would be less useful, but we would have no just cause of complaint; the same principle exists now: for, the grain and flour of Canada are admitted into Great Britain, when the average price in the market is less than that which the same may be imported from the United States; still, we should have the supplying of the Islands with many articles, as already stated, which cannot be supplied from Great Britain, or any of her possessions. I cannot perceive any cause we have to fear a competition in the article of flour; or in any other article which we are permitted to import into the Colonies on the terms proposed by the act of Parliament. Let the alien duties be repealed on both sides, and our enterprise, our proximity, and our articles, essential to the Islands, will do the rest. The profit to the merchant in the West India trade is trifling; in general, it scarcely pays a moderate freight; but the trade gives employ to our vessels and seamen; and demands much of our produce. Jamaica alone consumes more than 60,000 barrels of flour, annually; and about as much is consumed in all the other British Islands. Canada (if ever able to supply,) can only do so, as I have already said, for six months in the year; and there is little danger of Great Britain and Ireland furnishing the quantity necessary for the other six months with their own flour. Vessels from Canada cannot make more than one voyage in the year to Jamaica, when ours can make four or five. I can, Mr. President, see no danger from the repealing our alien duties to British vessels engaged in the Colonial trade, and hope that the Committee of Commerce will be directed to report a bill for their repeal.

As an Algerine Squadron of two sloops of war of 26 guns and two schooners, is cruising without interruption on the coast of France, under the pretext of looking out for Roman and Greek vessels. On the 10th, 12th and 14th of August, they boarded several vessels bound to French ports, which were consequently subjected to quarantine. It is also reported, that they have taken a vessel on the way to the Greeks from the French committee, and massacred all on board.

The French liberals regard the treaty with Brazil as a triumph against the old principles. It is confidently reported in France, that order have been sent from Rio Janeiro, to admit the entry of goods in Entrepot at Montevideo for a year, subject to a duty of half per cent. This would afford great advantages to the trade with Buenos Ayres.

Letters from Sierra Leone announce, that the Governor of that colony, has placed the whole coast under a blockade, from that Port to Cape Mount, which it is hoped, will stop the slave trade there.

Part of the French squadron from the West Indies, under the command of Vice Admiral Duperré, arrived at Brest on the 30th of August, all the crews in good health. They are the frigates Amphitryte, l'Amazone, la Flore, la Nymphe, la Clorinde, la Circe, and two horn brigs.

It is announced positively, that the French chambers would open their session on the 13th December.

The Colombian brig Ayacucho, arrived at Havre from Payta, 33 days, via Palmyra, she brought 588 bales of Cotton; 406 of which was clean.

SPAIN.—It is said that the King will pass the winter in Valencia. He had gone to La Grange, accompanied by a great number of families, who had not dared to expose themselves to the robbers on the road, in going to their lands, until they could go with his majesty's escort.

Many military men have been arrested, principally of the Royal guard; but the public were principally occupied at Madrid, on the 21st of August, with a recent decree of the King from which we learn a few sentences.

The promulgation of a representative system of Government in Portugal," says he, "would have affected the public tranquility of a neighboring country, lately delivered from a revolution, if it had not been actuated by the purest loyalty." "Whatever may be the circumstances of other countries, we shall govern ourselves according to our own; and as the father of my children, will rather listen to the humble voice of an immense majority of useful and faithful subjects, than the audacious cries of a small but insubordinate band, who desire perhaps the renewal of scenes which I do not wish to remember."

It adds, that he shall certainly support those who obey the laws; that he "never will make any change in the legal form of the government, and will never permit the establishment of chambers, or other institutions, under any form whatever." The Priest party and the Monarchists are both dissatisfied with this decree, because they consider it, and with some reason, as a virtual recognition of the Portuguese charter. The Liberals also are unsatisfied, because their hopes are postponed. The members of the *status quo* alone are pleased; and their number is small, says a letter writer, because the *status quo* is deplorable.

The trial of the 92 deputies who voted the inalienability of the king in 1823, has at last terminated; and they are considered as being exonerated, and their property is confiscated. Their names are given. It was said at Madrid that the council and the king were perplexed, and undecided what to do, on demand of the Regency of Portugal for the return of soldiers deserted into Leon, with their equipments, &c.

From an official report it appears, that a Colombian privateer captured 4 Spanish merchant vessels on the 12th July, going to Galicia, and another on the 14th. There were several others on the coast. Some Spanish vessels were blockaded in Mindanao, by a schooner, and the brig Vencedor. They were sunk and sunk every day. A Colombian brig was cruising near Cape Ortegal, which had taken two vessels loaded with iron. The Colombian and the smugglers have also destroyed the commerce of Catalonia.

From the tone of the Paris Moniteur, there is a strong appearance of the French government being about to determine on the evacuation of Spain. This conclusion is strengthened by the support given to the constitution by the Portuguese, and the toleration shown it by King Ferdinand.

A man has been capitally punished for heresy at a lay tribunal at Valencia, with some of the ceremonies of an Auto-de-fe.

Rigny, dated at A letter from the French Admiral Rigny, dated 20th July 20th, mentions that he was obliged to be driven between two Greek vessels and the inhabitants of Tinos, from the latter of whom a contribution was about to be forced, for the defence of Hydra and Spezzia.

He says that the armed vessels have been determined to get all they can from the places exposed to the Turks, lest they should fall into their hands.

From the 9th to the 20th Aug. the receipts of the Committee at Paris amounted to 45,228 francs! Under date of Corfu, July 31st. It is said that all accounts agree in stating, that a bloody battle has been fought at Gardani, between the Mainotes and the troops sent by Ibrahim to occupy.

Only a few Turks escaped to Nisi; and the Mainotes have renewed their oath, to die rather than submit. It is said that the Turks were deceived by an appearance of friendship on the part of the Greeks, and on entering the mountain passes were attacked and cut off.

The Greek government have determined to take into pay a few foreign regiments.

A letter written off Syria, Aug. 4th states, that an undecisive action has been fought near Samos by the Greek and Turkish fleets, in which Canaris was badly wounded, and lost his fire ship—also that Ad Rigny had sent the scir. Dauphinois Naxos, to offer him surgical aid.

The Greeks are said to have burnt & evacuated Athens, leaving the citadel to be besieged by the Turks. 5000 Turkish soldiers have gone to relieve them. Col. Fabier was to leave Damascus and Syria for Attica, with 1000 men. Reschid is said to have 6 or 7000 men. Ibrahim was said to have left Nisi again for Tripolizza.

A part of the Greek fleet was at Hydra, which island is now considered the fortress of Greece, and too strong to be taken.

We see nothing of Lord Cochrane's arrival, and it is said that one of his steam boats put into Sardinia, on account of her engine. Some of his officers and provisions had arrived in Greece.

Letters from Constantinople state, that Stratford Canning, in order to quiet the discontents of the Turkish government, has declared to the Divan that Lord Cochrane was no longer a British subject, and that if he was taken prisoner in the war against the Porte the English Cabinet would not demand him.

A commercial and navigation treaty has been entered into between France and Brazil. It was received in the principal manufacturing towns with great joy.

The King of France has granted his exequatur to the nomination of our townsman, Mr. James Fenimore Cooper, to the post of Consul from the United States at Lyons.

## FOREIGN.

NEW YORK, Oct. 13.—By the arrivals from Havre, we have our Paris files to the 10th ult. and the *Express* brings London papers to the 9th, of which the chief items will be found in our columns this evening.

The British Order in Council, admitting the importation into England of certain foreign grain, namely, oats and rye, and also of peas and beans, must not be considered of much importance to this country. Neither wheat nor flour, nor even rye flour are admissible under it, tho' oatmeal is. The annexed Order in Council will show what may be imported into England, and at what duties.

[From the London Gazette, Sept. 1.]

BY THE KING IN COUNCIL.

Court at Windsor, Sept. 1.

Whereas, by the law now in force for regulating the importation of corn, oats and oatmeal may be imported into the United Kingdom, and into the Isle of Man, for home consumption, under and subject to the regulations of the several statutes in that behalf made; and whereas, the average price of oats shall be at or above the price of 27s. per quarter; and peas may in like manner be imported, whenever the price shall be at or above 53s. per quarter, and by a certain Act of Parliament made and passed in the third year of his Majesty's reign, it is enacted, that whenever foreign corn, meal, or flour, shall be admissible under the provisions of an act passed in the 55th year of the reign of his late Majesty George the Third, "An Act to amend the law now in force for regulating the importation of corn," or under the provisions of the Act passed in the third year of the reign of his present Majesty, there shall be levied certain duties therein specified upon all such foreign corn, meal or flour, when admitted for home consumption; and whereas, by the weekly return of purchases and sales of corn in the towns of England and Wales, it appears that the average price of oats and peas at the present time exceed the price of 27s. and 53s. per quarter; and it appears that the price of oats, as well as that of peas, is still rising, and that the crop of oats, and also the crop of peas and beans, of the present year, have failed to a considerable extent, and that a deficiency in the crop of potatoes is also apprehended in some parts of the kingdom; and whereas, if the importation, for home consumption, of oats, and oatmeal, and of rye, peas, and beans, be not immediately permitted, there is great cause to fear that much distress may ensue.

And, under the acts aforesaid, no foreign grain of the above description, whatever may be the respective average prices of the same, can be admitted into the United Kingdom, until after the 15th day of November in the present year, when the next quarterly average, by which the admission of such grain is regulated, will be made up, according to the provisions of said Act; his Majesty, with the advice of his Privy Council, doth order, and it is hereby accordingly ordered, that foreign oats and oatmeal, rye, peas, and beans, whether warehoused or otherwise, shall and may, from the date hereof, be permitted to be entered into the ports of the United Kingdom, and of the Isle of Man, for home consumption, provided the parties making entry of any such foreign oats, oatmeal, rye, peas or beans, do give sufficient securities, to the satisfaction of the Commissioners of Customs, for the payment of duties not exceeding in amount the duties hereafter mentioned, in case Parliament shall authorize the levy and receipt thereof, that is to say:—Oats, per quarter, 2s; oatmeal, per boll, 2s 2 1/2; rye, peas, and beans, per quarter, 3s 6d. And his Majesty doth further order, that such permission shall continue in force from the date hereof, until the expiration of 50 days, to be reckoned from the day of the next meeting of Parliament, unless the Parliament shall previously to the expiration of the said 40 days make provisions to the contrary. And the Lords Commissioners of his Majesty's Treasury are to give the necessary directions accordingly.

C. C. GRENVILLE.

This order is of very little interest in this country, except in so far as it may be a prelude to a more extensive admission of foreign grains.

The convocation of Parliament on so early a day as the 14th November, and the session assigned for it in the proclamation—namely, "in order to dispatch divers urgent and important matters," have given rise to some remarks in both the French and the English papers; and admission is thought to be made, in the taking this step, of the embarrassed state of the country. The Courier, however, denies that there is any thing particular or urgent, either in the time or manner of the call, and assigns as the principal reason for assembling the Parliament so early, the circumstance of its being a new one, and the many formalities, such as the swearing in of the members, the choice of speaker, and other such incidental matters. These being gone through before the Christmas recess, there will be nothing to prevent the House's going into business immediately thereafter.

John A. D. Esq. of the U. S. army who arrived yesterday in the Edward Bonafie, from Havre, is bearer of the commercial treaty between this country and Denmark.

The Brazilian Consul, Senor Sodre, has arrived at Havre.

It is considered by the merchants of Alexandria, that any rise in the price of Cotton in Europe would be an unfortunate for them, as it would induce the Viceroy to raise it in Egypt to the price it bore at beginning of the season. In that case the business would all be done on his account. If on the contrary he can get only low prices for the 90,000 bales he has got in England, would he will sell to Alexandria, and will thus give some room for speculation. Business was, still dull there, and prices had fallen a little more.

It is said that Messrs. Rothschild have received despatches from Moscow, announcing disturbances there—some attribute to them the delay of the coronation.

There was a severe storm at Havre on the 6th of September, which caused extensive injuries on the coast. The ship Castagna, of Philadelphia, after being wrecked, was on her way back to the English scir. Robert, was brought in by some fishermen; and a boat containing 6 men, 4 of whom were pilots, was lost, making 26 children orphans. The sea rose, and a large tree of a dyke at Havre; and on a large tree were torn up and carried to a considerable distance.

Senor Madrid has arrived at Paris, on mission from the government of Colombia, and is supposed to have begun his negotiations.

Messrs. Orlando and Lurietti, the deputies, at London, have been recalled by the government, and only Mr. Spaniolaki left there. Great complaints are made of the strange neglect of the engineer to whom the construction of five steam-boats had been committed. They are so ill-built it seems, as to be unseaworthy. This will check, for some time, the plans of Lord Cochrane. The engineer, Mr. Galloway, (whose son is in the service of the Pacha of Egypt) will be prosecuted for his negligence. He received an advance of 125,000 pounds (about 500,000 dollars) from the Greek Deputies.

The Constitutional contains some proclamations and despatches from the new provincial government, which speak of the high hopes of the people and their rulers.

A loose rumour, by the way of Hungary, states that the Greeks of Candaria rose on the Turks and massacred about 500.

The Toulon papers contain an account of a repulse which the Captain Pacha has met with in attempting to disembark his forces at Samos on the 1st Aug. The Turks had 25 vessels of various sizes, two ships of the line, and seven frigates. The Greeks had only about 30 vessels of commerce.

"If the Greeks continue," say the letters, "to show the same spirit, they will yet save their island." It is added that Canaris was wounded.

Another account, by the way of Toulon, gives the details of the disturbances at the Tinos respecting the tribute.

London, 11th Sept.—From an article in the Pilot, it would appear that things are far from being settled at Constantinople. According to this account, on the 4th ult. the Sultan was attacked on his way to prayers by the populace, who, in the first instance, gained some advantage over the soldiery. A scene of bloody retaliation followed, and some hundreds perished on the occasion. The slaughter of every one who "appeared to be suspicious" continued through the succeeding day.

The Dutch and Hamburg papers to the 6th of September, mention that the Diplomats of the Johannesburg Congress are chiefly, if not exclusively, to occupy themselves with local regulations; the organization of the military force of the German Confederation, &c.

The news of the opening of the English ports had caused Great Britain to rise 5 shillings per quarter. At Amsterdam Wheat rose 5 shillings per quarter. The freight is 3s. by a Dutch and 4s. by an English vessel.

There was a severe storm on the coast of England in September.

Lisbon Gazettes to the 27th of August furnish some particulars of a conspiracy in the Portuguese capital, the object of which was to proclaim a new King and new Regency. The principal conspirators were the cavalry corps, excited by chiefs not belonging to that corps. The object of the conspirators was defeated, but it was by no means clear that the danger was over.

Considerable quantities of wheat had arrived in England from Danzig.

An explosion had taken place in the gas room of the Coburg theatre in London and two men killed. Another was badly hurt. The men had entered the room with a candle and the building blew up.

The Glasgow paper of Sept. 6, says, there has been but little doing in Cotton Wool, but the prices are firm with a tendency to rise.

The London Courier of Friday the 5th, says the importations, were, 10,000 quarters of wheat, 6,280 of Barley, 28,750 of Oats, and 6,000 sacks of Flour. Buyers declined purchasing in hopes of a reduction in prices.

## LATEST FROM COLOMBIA.

BALTIMORE, Oct. 11.—By the fast sailing schooner Abrella, Captain Edwards, in fourteen days from Layaguera, we have received letters to the 25th of September. The reports in circulation at Caracas, as mentioned by the last arrival from Colombia, respecting the flight of Gen. Bermudez, and the arrival of Bolivar at Bogota, are now ascertained to be incorrect. Our correspondents in Lagaira, having neglected to put any papers on board the Abrella for us, we have to make up regarding the state of our private advice for information from present appearances, is rapidly approaching a very important crisis. We have nothing to hope from the moderation, or prudence of Gen. Paez, and as the expectation of Bolivar's immediate arrival in the country seems to be much allied, it is highly probable that some unfortunate act of rashness will bring the battalion under the command of Marcano into immediate contact with the troops of the Reformers, when a civil war, it is to be apprehended, will desolate the fairest portions of the Republic. The large amount of American property which would be jeopardised under such circumstances, we should think ought to produce attention to the subject on the part of our government, and the presence of one of our ships of war at Lagaira, could not fail to prevent any improper conduct towards our citizens during the prevalence of any popular commotion.

"CARACAS, 23d Sept. 1826.

"I wrote you last by the John and Joseph, since when nothing materially interesting in the political way has transpired, but we anticipate something new in a few days. A deputation was yesterday sent out to treat with Colonel Marcano, who is not far from this place, and to invite him to return to the city with the troops under his command, guaranteeing to him and his troops personal and security. Col. Stioford and one of the young Urbas, compose the deputation. They have not yet returned—consequently, we do not know the result of their mission; but the general opinion is, that Marcano will not return. Should he refuse, I fear the consequences will be fatal to the peace of this department; for I am told, (and by good authority too,) that if he persists in his opposition, it is the intention of Gen. Paez, who is now at Valencia, to attack him immediately on his arrival at this place, which will be in a few days.

"The day before yesterday, about 400 cavalry came in from the Llanas, and more troops are expected. It is said that the battalions of Casades and Granaderos are coming. I do not mean Col. Urdar's Granaderos, but those of Echagars, real Llaneros, and of course, not the most pacific creatures in the world. General Paez is still very sick, otherwise we should have been favoured with the presence of his excellency before this time.

I don't know what will be the end of all this; some think that it will stand as it is until the arrival of Bolivar—others think we shall have fighting in the neighbourhood of Caracas in a few days; or, at all events, that a few days will develop much, and partially fix the ultimate result of this unpleasant business. [Gazette.]

## Latest from Rio and the La Plata.

BALTIMORE, October 12.—The brig Earl, Stetson, arrived here yesterday in thirty-nine days from Rio de Janeiro. Commercial letters quote flour at \$13 50 per barrel. A new frigate had been launched at Rio, with great parade, in presence of the Emperor and all the Court. A report had reached Rio from the river La Plata, that an action had occurred between the Buenos Ayrenes and Brazilian fleets, in which a frigate belonging to the latter was completely destroyed. The Buenos Ayrenes succeeded in returning to the roads with but trifling damage.

## NAVAL.

The U. S. sloop of war Boston was at Monte Video, date not mentioned. The U. States' frigate Macedonian arrived at Rio, Aug. 12, all well.

The U. States sloop of war Cyane had sailed again from Rio for the La Plata.

Since the foregoing was put in type, the schooner Lafayette, under Captain Roddy, has come up into the harbor. By this arrival we have received a file of the Buenos Ayres Messenger Argentine to the 15th July inclusive, from which we have extracted the following items.

Buenos Ayres, July 9.

Accounts have been received from Monte Video, dated on Friday's evening, which states that the following Brazilian vessels of war were fitting out to intercept the Chilean squadron, viz. the frigates

Piranga, Paragasi, Apollo and Empetriz, the corvette Maria da Gloria, and a three masted schooner, the two latter from Norton's squadron. They were waiting for the arrival from Rio of two frigates and a ship of the line; and as soon as these arrived, were to set sail. Admiral Pintos Guedes was to hoist his flag on board the Piranga, with a crew of 500 men.

Report says that Don Pedro is deaf to every proposition of arrangement between him and this republic. It is added that although he should agree to evacuate the Banda Oriental, the indemnity he will ask, will be so enormous that this government cannot possibly accede to it.

## BOLIVIA.